DOCUMENT RESUME

ED 460 895 SO 028 599

AUTHOR Remick, Scott; Cook, Cathy
TITLE Klondike Gold Rush, 1897-98: An Educator's Guide to America's "Last Grand Adventure."
INSTITUTION Klondike Gold Rush National Historical Park, Skagway, AK.
SPONS AGENCY National Park Service (Dept. of Interior), Washington, DC.
PUB DATE 1997-00-00
NOTE 36p.; Photographs may not reproduce clearly. Printed through grant by the C.C. Silson Company, Seattle, WA. Funded through the National Park Service's Parks as Classrooms program.
AVAILABLE FROM Klondike Gold Rush National Historical Park, P.O. Box 517, Skagway, AK 99840. Tel: 907-983-2821; Web site: http://www.nps.gov/klgo.
PUB TYPE Guides - Classroom - Learner (051) -- Guides - Classroom - Teacher (052)
EDRS PRICE MF01/PC02 Plus Postage.
DESCRIPTORS Instructional Materials; Junior High Schools; *Local History; Modern History; *Primary Sources; Social Studies; *State History; Teaching Guides; *United States History
IDENTIFIERS *Alaska; *Klondike Gold Rush

ABSTRACT

This student handbook provides an overview of the Klondike Alaska Gold Rush of 1897-98. The unit was designed for junior high school students but can be modified for different grade levels. A vocabulary list and worksheet accompanies the unit, along with a time line and map activity. A group activity requires students to work in teams to get their goods over the Chilkoot Pass and on to Dawson City and the Klondike. A "Gold Rush Jeopardy" game provides a review for the unit. Numerous photographs and other archival materials accompany the unit. (EH)

Reproductions supplied by EDRS are the best that can be made
from the original document.

ED 460 895

Klondike Gold Rush, 1897-98. An Educator's Guide to America's "Last Grand Adventure"

Klondike Gold Rush National Historical Park,
Skagway, AK

National Park Service, Department of the Interior

Scott Remick and Cathy Cook

SO 028 599

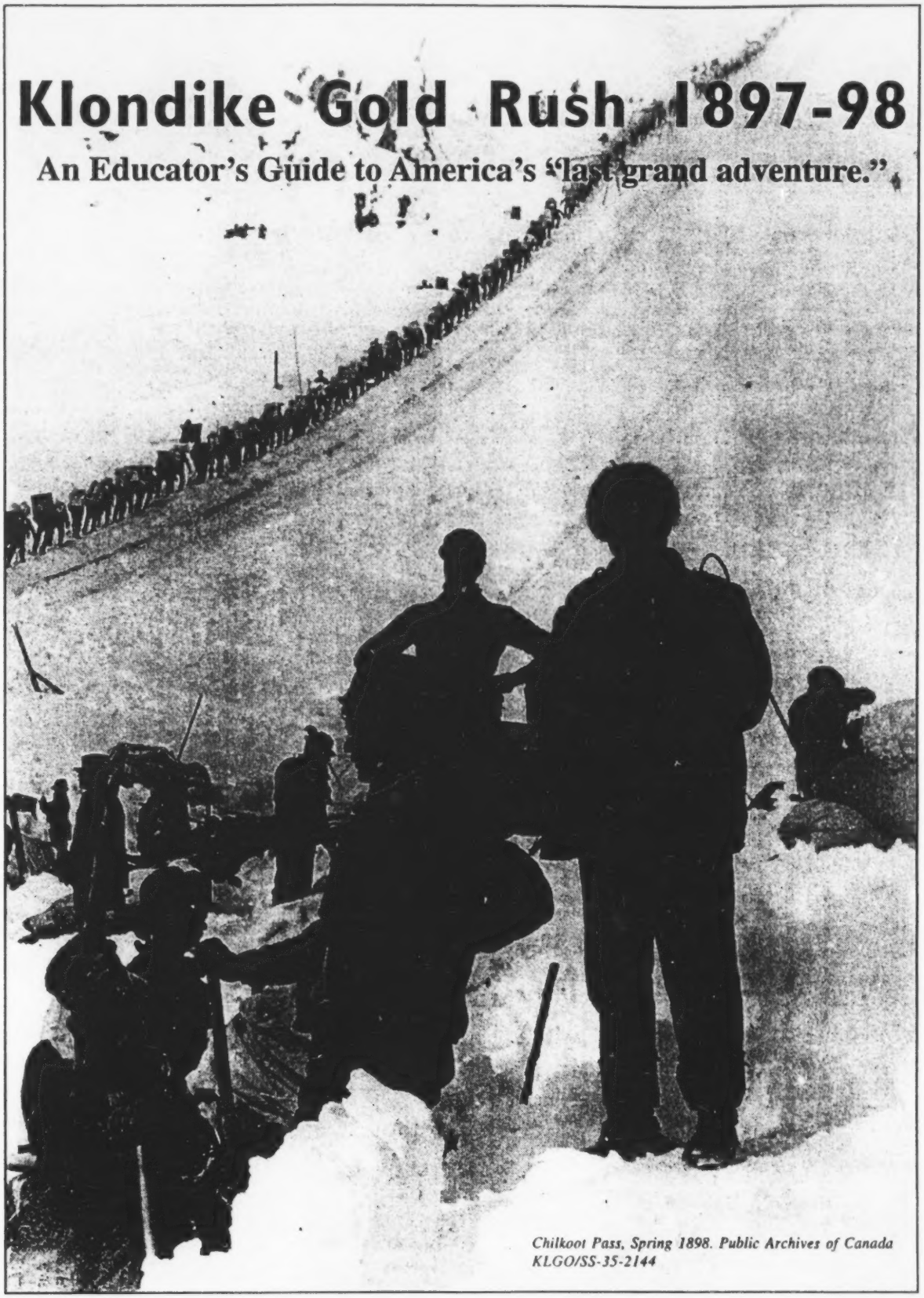
U.S. DEPARTMENT OF EDUCATION
Office of Educational Research and Improvement
EDUCATIONAL RESOURCES INFORMATION CENTER (ERIC)
☑ This document has been reproduced as received from the person or organization originating it.
☐ Minor changes have been made to improve reproduction quality.
• Points of view or opinions stated in this document do not necessarily represent official OERI position or policy.

BEST COPY AVAILABLE

SD

Klondike Gold Rush 1897-98

An Educator's Guide to America's "last grand adventure."



Chilkoot Pass, Spring 1898. Public Archives of Canada KLGO/SS-35-2144

BEST COPY AVAILABLE

The Klondike Gold Rush Student Handbook

Dear Educator:

The following pages contain a student handbook designed to provide an overview of the Klondike Gold Rush of 1897-98. The information was developed for students in junior high as part of a social studies unit. Modifications can be made for different grade levels.

Accompanying the handbook is a vocabulary list and worksheet to help students get the most out of the units. Included in the packet is a time line and map activity. Along with these elements is a group activity in which students work in teams to get their "Ton of Goods" over the Chilkoot Pass and on to Dawson City and the Klondike. The last activity in our packet is a Gold Rush Jeopardy review game, an excellent way for students to wrap up their Klondike Gold Rush Unit.

This handbook was funded through the National Park Service, Parks As Classroom Program and printed through a grant by the C.C. Filson Company of Seattle, Washington. The C.C. Filson Company was started in 1897 to meet the rugged demands of the Klondike Gold Rush. Filson garments cloaked the rugged stampeders as they chased a dream of riches during the Gold Rush. Filson is still in business today providing quality outdoor clothing to todays outdoor adventurers.

We hope both you and your students enjoy learning about America's "last grand adventure", the Klondike Gold Rush.

Project Coordinator/Design

Cathy Cook, Interpretive Specialist, Klondike Gold Rush NHP

Primary Authors

Scott Remick, Park Ranger, Klondike Gold Rush NHP
Cathy Cook, Interpretive Specialist, Klondike Gold Rush NHP

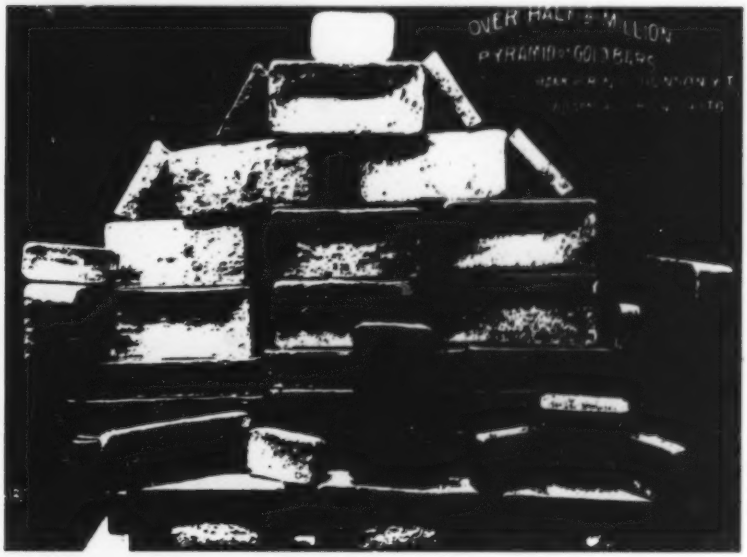
FILSON BETTER OUTDOOR CLOTHES SEATTLE TM

PARKS AS CLASSROOMS

Introduction

In the summer of 1897, an event occurred which caught the imagination of the country. A steamship, the SS Portland, arrived in Seattle filled with over two tons of gold! The arrival of the Portland signaled the beginning of the Klondike Gold Rush.

Within the next two years, over 100,000 people would leave for the Klondike to seek their fortune. Most of the men, women, and children going to the Klondike faced a grueling 1,500 mile journey that would take them almost a year to complete. Only about 40,000 of the 100,000 people who left for the Klondike made it. Of the 40,000 that reached the goldfields, only a handful ever found gold. Yet, they did have an adventure they would remember for the rest of their lives. Following is the story of this historic and dramatic event.



Public Archives of Canada
KLGO/CA-1-2211

Historians rely heavily on primary source materials to gather their information and write histories. Primary source information means that the materials come from original documents. Examples of this are diaries and letters. This packet includes the diary entries from Leo Healy, a nineteen year old stampeder from New York who participated in the gold rush. Hopefully, by reading his accounts you will get a first hand idea of what it was like for the stampeders during the gold rush.

BEST COPY AVAILABLE

The United States in 1897

Why would over 100,000 people leave their homes and family to go and brave the harsh northern wilderness? The answer is GOLD! However, there were other reasons why so many people left for the Klondike. These reasons stem from conditions in the United States during the 1890's.

The first reason was the "Panic of 1893." A panic is a severe economic depression. The nation's economy was in very bad condition due to unemployment and inflation (high prices). Because of the "Panic of 1893", many businesses went bankrupt and thousands of people were out of work. Thus the lure of gold in the Klondike was hard to resist!

A second reason was that the United States census bureau declared the closing of the American frontier in 1890. This meant most of the land in America had been settled. People looking for adventure had only the Yukon in Canada and Alaska in the United States left to explore.

The Yukon River, North America's fourth longest river, flows north and then west through Canada and Alaska. Flowing into the Yukon River is the Klondike River. Many smaller streams such as Bonanza and Eldorado creeks feed into the Klondike River. On these smaller streams some of the richest gold deposits in the world have been found.

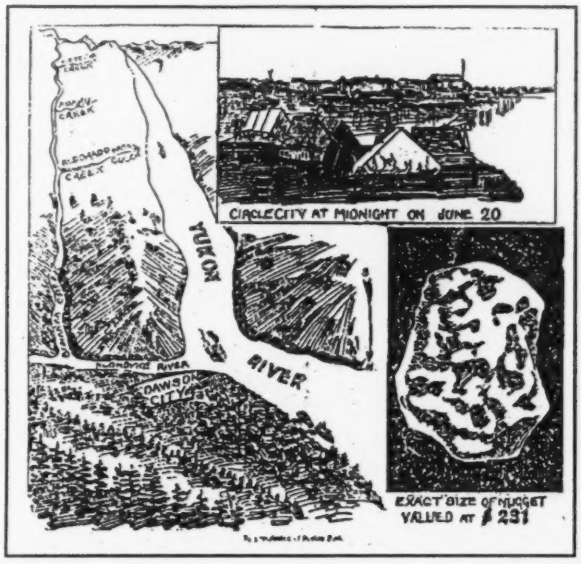
Washington State Historical Society Photo Collection
KLGO/DP-27-921

March 1, 1898

"Lots of food, a stout heart and a never ceasing "I will" is what wins in Alaska."

The Discovery

The Yukon River, North America's fourth longest river, flows north and then west through Canada and Alaska. Flowing into the Yukon River is the Klondike River. Many smaller streams such as Bonanza and Eldorado creeks feed into the Klondike River. On smaller streams some of the richest gold deposits in the world have been found.



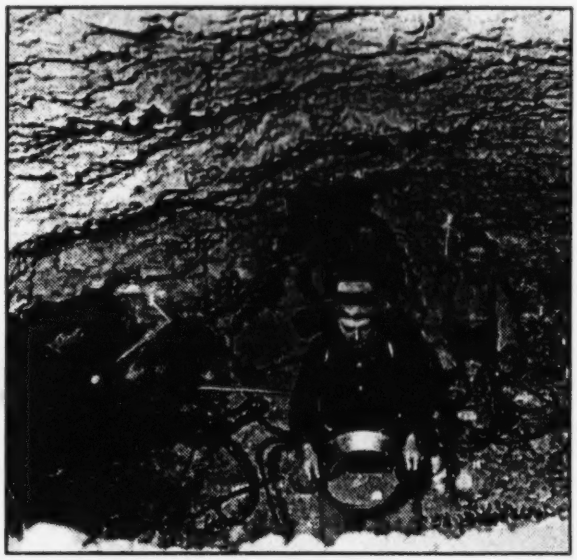
Boston & Alaska Transportation Co. Map of the Klondike vicinity. University of Alaska.

March 4, 1898

"If you want to see real, natural eye-opening beauty and art you must go west to do so. The Palisades of the Hudson are insignificant when placed alongside of the gorges and canons we passed through."

Three men were actually responsible for the gold discovery on Bonanza Creek that started the Klondike Gold Rush. In August, 1896, Skookum Jim Mason and Dawson Charlie, both natives of the Tagish tribe, and George Washington Carmack, a white man married to Jim's sister, found gold on Bonanza Creek. They were hunting in the Klondike region when Skookum Jim saw gold shining "like cheese in a sandwich" in the stream. George dipped his gold pan in the stream and pulled out over 1/4 ounce of gold. Soon both Bonanza and Eldorado creeks were staked by the many old time prospectors (sourdoughs) in the area.

It took almost a year for news of the gold strike to reach the lower forty-eight states, because of the slow traveling conditions. When the news finally broke, gold fever spread rapidly.

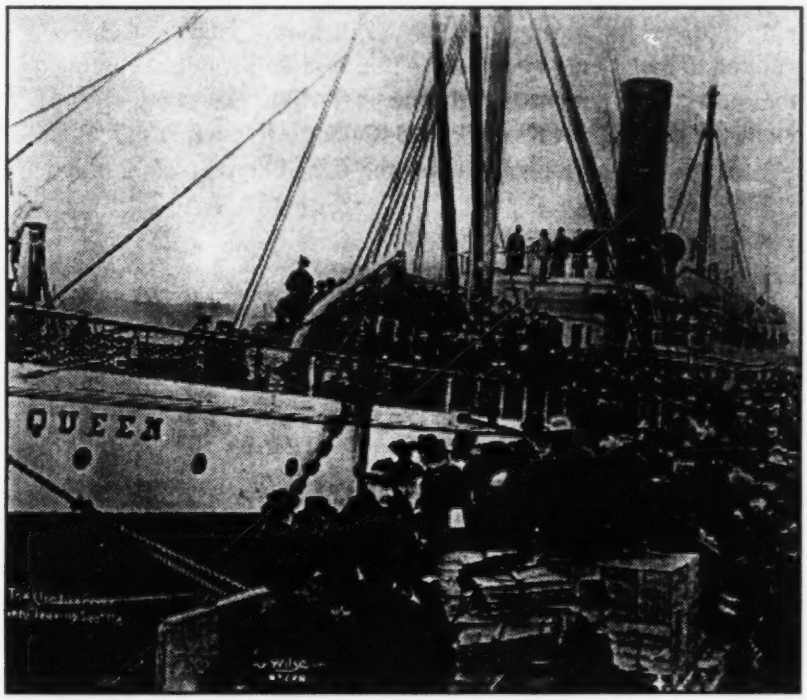


University of Washington - Hegg Collection
KLGO/DVY-8-1445

The Rush Begins

On July 14, 1897, the SS Excelsior landed in San Francisco with over 750,000 dollars worth of gold on board. Three days later, the SS Portland landed in Seattle with a huge amount of gold on board, over two tons! The arrival of these two ships signaled the start of the Klondike Gold Rush.

"Gold! Gold! Gold! Gold!... Stacks of Yellow Metal!" On the morning of July 17, 1897, these words, written by Beriah Brown were the headlines of the Seattle Post Intelligencer newspaper. This article brought over 5,000 people down to the Seattle waterfront to see first hand the arrival of the SS Portland laden with gold and with 68 miners aboard returning from the Klondike.



The Queen leaving Seattle for the Klondike goldfields.
Seattle Historical Society. KLGO/SA-1-749

By 9:30 that morning, people were quitting their jobs to head for the goldfields. Street car operators, policemen, and even the mayor of Seattle quit their jobs to take part in the Klondike Gold Rush. In the first ten days of the gold rush, over 1,500 people left for the Klondike to find their portion of gold!

March 5, 1898

"All Seattle is wild with gold fever, and nearly everyone you meet will try to sell you 'something you will never find gold without .'"

Golden Voyage

The Klondike was a 70-square-mile region located at the junction of the Yukon and Klondike rivers in the Yukon territory of Canada, where the goldfields were located. Three main routes were used to reach the Klondike. The first route to the goldfields was the All-Water Route. Often referred to as the rich man's route, this 4,700-mile boat ride began in Seattle, on to St. Michael at the mouth of the Yukon, and then continued up the Yukon to the Klondike. This route north sometimes cost as much as two thousand dollars, and was not the most popular way to the Klondike.

The second way people went to the Klondike was the All-Land Route. Starting in Edmonton, Alberta, this was considered the most dangerous, due to the vast reaches of uninhabited wilderness that had to be crossed. The All-Land Route was 1,600 miles long. Only 5,000 people tried this path, and less than 1,000 were successful.

March 25, 1898

"Dyea is about 4 miles from Skagway and it took us 1 1/2 hours to make the trip. You have to keep both eyes open or someone else will take care of your freight for you. Meals cost about .50 per head and you can get a cot for .50 per night. This is a tough looking town. Every saloon runs gambling wide open. The trail to the Yukon is in good condition and everything points to success."

The third route was by far the most popular. The Land/Sea Route left from Seattle and headed north through the Inside Passage to the towns of Skagway or Dyea. If the stampeder landed in Skagway, they could go over the White Pass Trail to Lake Bennett. If the stampeder chose to land at Dyea, they would hike over Chilkoot Pass to Lake Bennett. These two trails were by far the most popular with nine out of 10 people choosing one of these two routes. From Lake Bennett it was a 550-mile boat trip to Dawson City and the Klondike goldfields. All together the "Poor Man's Route" to the Klondike was 1,500 miles long.

The Chilkoot and White Pass Trails

The Chilkoot and White Pass trails were by far the most difficult obstacles facing the stampeders on their journey to the Klondike.

The Chilkoot Trail was sometimes called "the meanest 33 miles in history." The trail was controlled for centuries by Tlingit Indians as a trade route with interior native tribes. When the gold rush started in 1897, thousands of would-be miners headed for the Chilkoot Pass, the shortest and easiest route to the Klondike. The Tlingits were active in the Gold Rush, charging for their packing and guiding experience over the Chilkoot Pass.

The Chilkoot Trail was used by the majority of the stampeders because it was the cheapest way to get to the goldfield. The trail ran from the town of Dyea to Lake Bennett, a distance of approximately 32 miles. Fifteen miles north of Dyea is Chilkoot Pass, the high point of the trail. The final ascent to the summit, a distance of 3/4 mile, was so steep that steps were cut into the snow and ice to keep the stampeders from slipping down the nearly 45 degree slope. This portion of the trail was called the "golden stairs" and was considered so difficult that many stampeders turned back at this point.

From the summit the trail became much easier. It was a seventeen mile downhill hike past a series of lakes to Lake Bennett, the end of the Chilkoot Trail.

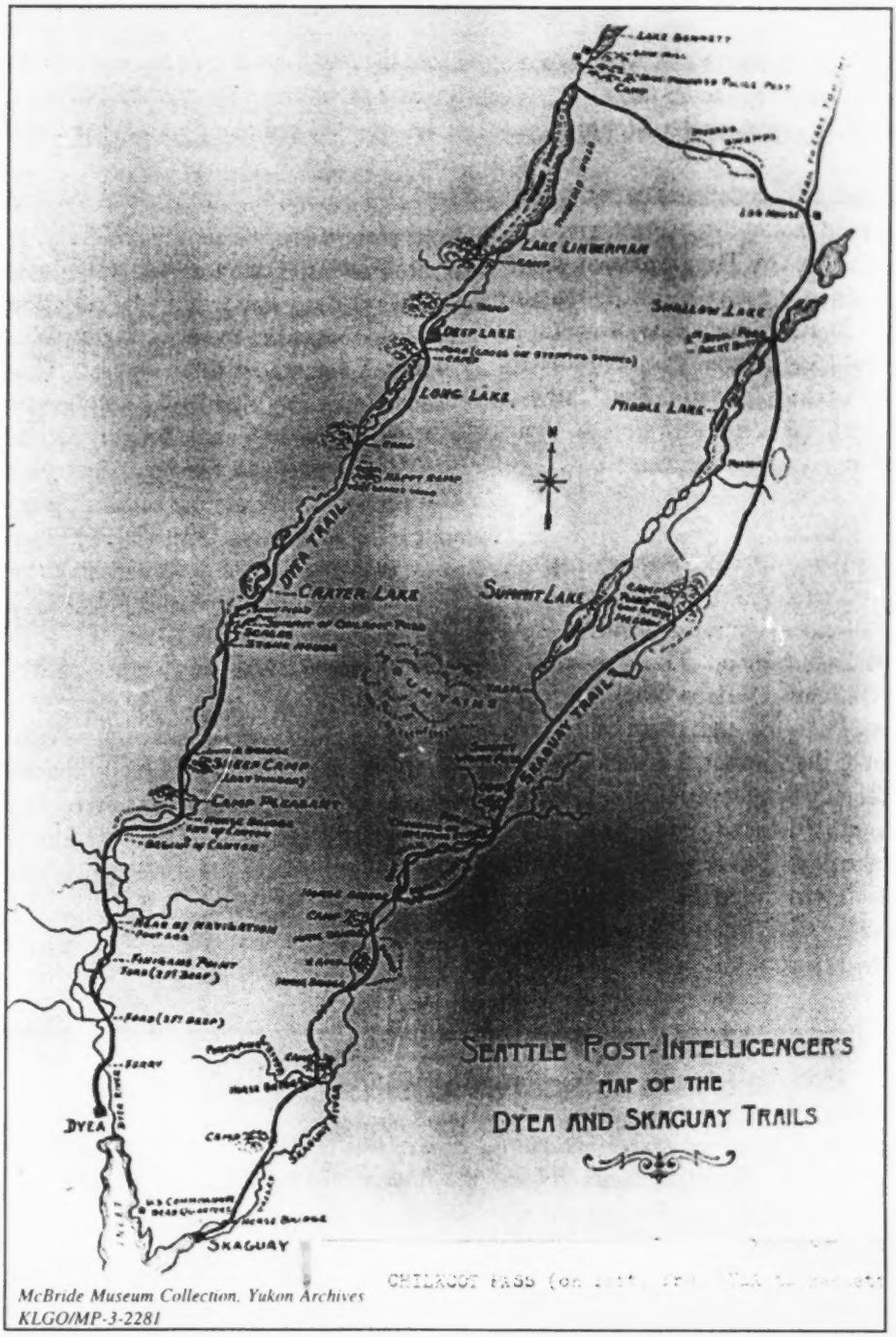
If the stampeders chose to go over the 37 mile White Pass Trail, they started from the town of Skagway. Skagway was a gold rush boom town. Its population went from a few people to 8,000 - 10,000 in a matter of three months. Skagway was a lawless and wild town and was run for a while by a con man named Soapy Smith. With his 250 con men and various illegal operations like a fraudulent telegraph service, Soapy Smith controlled Skagway. Skagway was so dangerous it was often difficult for miners to escape town with their money and supplies intact.

The White Pass Trail was a horse packing trail that eventually arrived at Lake Bennett. Even though this trail was supposed to be easier than the Chilkoot Trail, it was actually more difficult because of muddy bogs and steep rocky cliffs. The trail was so rough on horses that over 3,000 died along the way, and it was quickly renamed the "Dead Horse Trail."

May 17, 1898

"Our outfit all here, our boat built and the best of health. It makes me laugh when I think of people saying they 'worked hard' in Chicago. To tell the truth they don't know what work is until they get out here. By the time you pack your stuff over the Chilkoot Pass and down to Lindeman, you will be good and tough with an appetite like a horse."

Map of the Chilkoot and White Pass Trails



McBride Museum Collection, Yukon Archives
KLGO/MP-3-2281

BEST COPY AVAILABLE

One Ton Law of 1898

Once the stampeders reached the summit of the Chilkoot or White Pass trails, they entered Canada. The Canadian government had two major concerns about so many stampeders coming to the Klondike. First, they were worried about the safety of the thousands entering their country at very remote points. Second, the Yukon could quickly become a haven for criminals. To make sure the miners would survive the harsh Yukon winter, the Canadian government started the "One Ton Law of 1898."

This law required that all stampeders entering Canada bring a years supply of food plus equipment and supplies equaling about 2,000 pounds or one ton. The great amount of equipment the stampeders had to carry made the journey much harder. A stampeder for example could carry about forty pounds of supplies on their back, meaning that they might have to make 30 to 40 trips to get all their gear up the trail. Although the "One Ton Law" made the trip to the Klondike much harder, it was also made safer for the stampeders because they had the needed food and equipment to make it through the harsh Yukon winter.

N.W.M.P.

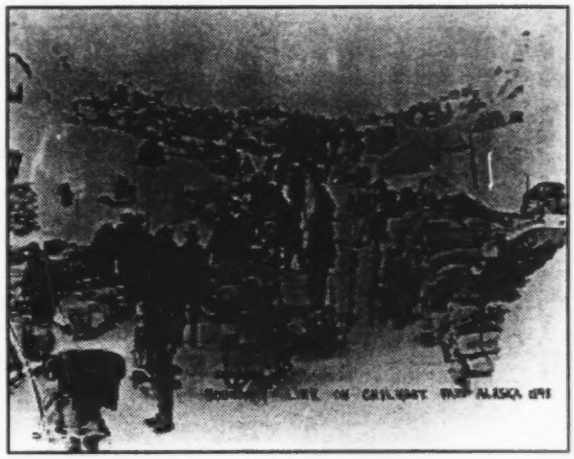
Dawson, Nov. 18, 1898

The Commissioner of the Yukon Territory orders that no person will be permitted to enter the Territory without satisfying the N.W.M. Police Officers at Tagish and White Horse Rapids that they have with them two months' assorted provisions and at least $500 in cash, or six months' assorted provisions and not less than $200 in cash, over and above the money required to pay expenses from the border to Dawson.

N.B.—This order will not apply to residents of the Yukon Territory returning, if they are identified and prove their competence to pay their way into the country.

By order,

(Signed), S.B. Steele, Supt
Commanding N.W.M. Police, Yukon Territory.



Ckecking goods at the boundary line on the Chilkoot Pass. KLGO/CS-14-2157

March 30, 1898

"Before leaving we bought 350 lbs more of flour, 20 lbs rolled oats, 1 gallon syrup, one short handled shovel, and summer sausage. This added to our outfit makes 4,000 lbs."

12 BEST COPY AVAILABLE

The Yukon River

The last segment of the journey from Seattle to Dawson was a 550-mile boat trip down the Yukon River. The 2,000 mile long Yukon River has its headwaters at Lake Bennett. This was also the end of the Chilkoot and White Pass trails. The Yukon River was the most obvious route to the goldfields, but the journey was by no means easy. The river is navigable only five months out of the year, from mid-May to mid-October. Because of their timing, most stampeders had to spend the winter at Lake Bennett until the ice broke up in the spring. In fact, over 20,000 people spent the winter of 1897-98 at Lake Bennett.

Anchorage Historical and Fine Arts Museum
KLGO-B18-788

June 27, 1898

"Four boats were wrecked that night and 5 or 6 people drowned. I'll never forget Lake Labarge."

At Bennett, the stampeders had one major task: build a boat to float down the Yukon River. Over 7,000 boats were built that winter to make the trip to Dawson. On May 29, 1898, the ice on the Yukon River finally broke, and within two days all the boats left for Dawson City.

The journey by boat down the Yukon was fairly easy except for one major obstacle, the White Horse Rapids. Within the first few days, these rapids sank over 150 boats. At this point, the Mounties established a check point, allowing only seaworthy craft with competent pilots to attempt the rapids. The regulations established by the Mounties saved many stampeders' lives. From the White Horse Rapids, it was an easy 500 mile float to Dawson City.

Goldseekers on their way to the Klondike, shooting the White Horse Rapids. National Archives of Canada.
KLGO/YRB-2221

The City of Gold

Dawson City was staked out in August 1896 right next to the goldfields and became the ultimate destination for the stampeders. After their ten-month journey, the stampeders were very excited about reaching Dawson. During the height of the gold rush, the population of Dawson City peaked between 40,000 and 50,000 people. So many people arrived in Dawson that summer it was called "The Paris of the North." For twelve months, July 1898 though July 1899, Dawson City was far richer and better equipped than many larger Canadian and American communities. It had telephone service, running water, steam heat and electricity. Dawson had dozens of hotels, motion pictures theaters, and restaurants where string orchestras played for men in top-coats. It had hospitals, seventy doctors, and many lawyers. There was also a great need for supplies in Dawson. The first egg to arrive in Dawson sold for five dollars; a bacon soaked newspaper sold for fifteen dollars!

Unfortunately, when the stampeders arrived in Dawson, they found most of the gold claims already taken by miners who arrived before them. Many of the stampeders hung around Dawson a few weeks and then sailed back home. Although most of these seekers never found any gold, they did have an adventure they remembered for the rest of their lives.

Dawson City 1898. California State Library. KLGO/D-37-5074

July 26, 1898

"Dawson City: we have arrived here at last. We are camped in Klondike City as there is no room in Dawson. The boats along the shore at that place are lined up 8 and 10 deep. To say 50,000 people are located in and around Dawson would be putting the number at its lowest figure."

Gold Rush Vocabulary

1. **" Panic of 1893"** - A severe economic depression. Businesses were forced into bankruptcy, and many people were unemployed.

2. **Yukon River** - North America's fourth longest river, flows through Yukon Canada and Alaska. The goldfields were centered around the Yukon River near Dawson City.

3. **SS Portland** - The ship that landed in Seattle with over two tons of gold on aboard. The July 17, 1897 arrival of the Portland marked the beginning of the Klondike Gold Rush.

4. **Beriah Brown** - Newspaper reporter for the Seattle Post-Intelligencer. He wrote the article about the arrival of the SS Portland that helped begin the gold rush on July 17, 1897.

5. **The Klondike** - A 70 square mile region located at the junction of the Klondike and Yukon rivers. This is where the goldfields were located.

6. **Dawson City** - A new city created by the stampede and final destination for stampeders. Dawson was the closest city to the goldfields. In the summer of 1898, the population of Dawson reached over 40,000 people.

7. **"Rich Man's route"**- The all water route to the goldfields. A stampeder took a steamship 2,000 miles to St. Michael, and then took a river boat 1,700 miles to Dawson City. The route was called the Rich Man's route because it was so expensive.

8. **Land/sea route** - The stampeders left by boat from Seattle 1,100 miles up the Inside Passage. Then they went overland on Chilkoot or White Pass trails to Lake Bennett. From here they finished their journey by boating 550 miles to Dawson City.

9. **The Chilkoot Trail** - The 32 mile trail from Dyea to Lake Bennett, that most of the stampeders took to the goldfields. The trail was also used by the Tlingit Indians as a trade route for hundreds of years before the gold rush.

10. **White Pass Trail** - A horsepacking trail that left from Skagway to arrive at Lake Bennett. The Trail was very rough and dangerous and resulted in the death of over 3,000 horses. Later the trail was renamed the Dead Horse Trail.

11. **"Golden Stairs"** - Steps carved into the ice on the final ascent over the summit of the Chilkoot Pass. These steps kept the stampeders from falling.

12. **"One Ton Law of 1898"** - Law requiring miners to have a ton of supplies before they were allowed into Canada.

13. **Lake Bennett** - End of the Chilkoot and White Pass trails where over 20,000 stampeders spent the winter of 1898. Also the headwaters of the Yukon River.

Gold Rush Timeline

August 1896	Gold discovered on Bonanza Creek, a tributary of the Yukon by George Washington Carmack, Dawson Charlie and Skookum Jim.
Fall of 1896	Gold rush within Canada and Alaska to the Yukon and the Klondike goldfields.
July 14, 1897	SS "Excelsior" lands in San Francisco with 68 miners who had struck it rich in the Klondike goldfields.
July 17, 1897	SS "Portland" lands in Seattle with over two tons of gold and the Gold Rush begins.
Fall 1897	Stampeders rush to the towns of Skagway and Dyea. Skagway's population goes from 5 to 5,000 in one month's time.
Winter 1897-98	An estimated 20,000 stampeders spend the winter at Bennett, and 10,000 at Lindeman waiting for the Yukon River to break up.
May 29, 1898	Yukon River breaks up. Within 48 hours, 7,000 boats leave from Bennett for Dawson.
Summer 1898	An estimated 40,000 - 50,000 people arrive in Dawson and the Klondike goldfields.
August 1898	Most stampeders head for home after finding all the gold claims have been filed. Gold Rush to Atlin, British Columbia.
Fall 1898	Gold Rush to Nome, ending the Klondike Gold Rush.

Routes to the Gold Fields Map Project

ASSIGNMENT: Using the map provided, label the three major routes to the goldfields. Use a different colored pencil for each of the routes. Next, using the list provided below, label the major landmarks along the three main routes.

ROUTES

1. The All-Water Route
2. The Land/Sea Route
3. All-Land Route

LANDMARKS

1. Seattle
2. Juneau
3. Skagway
4. Dyea
5. Nome
6. Dawson City
7. Edmonton
8. St. Michael
9. The Yukon River

Student Workbook

The United States in 1897

1. Name one reason why stampeders decided to leave home and take the risk of joining the Gold Rush?

The Discovery

1. Where was gold discovered? Was this in the United States?

2. Name one of the three men responsible for the first gold strike in the Klondike.

3. How long did it take the news of the 1896 gold strike to reach the outside world? Why did it take so long?

The Rush Begins

1. What sort of people became stampeders? Do you think any children were involved in the Klondike Gold Rush? Why or why not.

2. What words written by Beriah Brown in his July 17, 1897 news article in the Seattle Post Intelligencer helped to start the gold rush of 1898?

Golden Voyages

1. What was the Klondike?

2. Name one of the three most popular routes to the goldfields.

3. Explain how the stampeders went from Seattle to Dawson using this route and any diifficulties they may have encountered.

The Chilkoot and White Pass Trails

1. Who used the Chilkoot Trail before the Gold Rush? What did they use it for? Did they still use the trail during the Gold Rush?

2. Which of the two trails would you have chosen to use and why?

3. What kind of animals did people use during the Gold Rush? What happened to these animals?

Student Workbook

One Ton Law of 1898

1. Name one of the Canadian government's two major concerns about the stampede in 1898.

2. Describe the "One Ton Law of 1898." How did it help stampeders?

The Yukon River

1. Why did the stampeders have to build a boat? Where did they get supplies for boat-building?

2. Why did stampeders spend the winter of 1897-98 at lakes Bennett and Lindeman?

3. Describe the role of the Mounties on the Yukon River during the Gold Rush?

The City of Gold

1. What was the final destination for the miners after their year long journey?

2. What happened to most of the stampeders dreams of striking it rich in the goldfields?

3. How would the Klondike Gold Rush be different if it happened today?

Student Workbook - Answers

One Ton Law of 1898

1. Name one of the Canadian government's two major concerns about the stampede in 1898?

   Concerned that there would be enough food in the Klondike for the stampeders.

   Feared the Yukon would be a haven for criminals.

2. Describe the "One Ton Law of 1898." How did it help stampeders?

   A requirement that stampeders bring a "years worth of provisions" and other needed supplies with them to the Yukon Territory. It made sure that each stampeder had enough food to survive all winter in the Yukon and prevented starvation.

The Yukon River

1. Why did stampeders build boats? Where did they get supplies for boat-building?

   The rest of the 550-mile trip from lakes Bennett or Lindeman to Dawson City was by water. Stampeders built boats from lumber they either carried with them over the trail or cut from spruce trees that grew along the shore of the lakes. Some ready-made boats were also carried over the trails.

2. Why did stampeders spend the winter of 1897-98 at lakes Bennett and Lindeman?

   The Yukon River was frozen, making travel to Dawson City difficult. Many stampeders decided to spend the winter at lakes Bennett or Lindeman and wait until the ice broke on the Yukon River before continuing to Dawson City.

3. Describe the role of the Mounties on the Yukon River during the Gold Rush?

   The Mounties set up new regulations allowing only experienced boat pilots to steer through the most difficult rapids.

Student Workbook - Answers

The City of Gold

1. What was the final destination for miners after their year long journey?

   Dawson City

2. What happened to most of the stampeder's dreams of striking it rich on the gold fields?

   The stampeders found that most of the gold claims were taken by miners that were already in the area at the time of the big strike in August of 1896.

3. How would the Klondike Gold Rush be different if it happened today?

   Have the students use their imagination. Have them compare and contrast differences in transportation then and now, equipment, food items, computers, construction material, etc.

Student Workbook - Answers

The United States in 1897

1. Name one reason why stampeders decided to leave home to join the gold rush?

   "Panic of 93"

   Chance for adventure and excitement

The Discovery

1. Where was gold discovered? Was this in the United States?

   Gold was discovered on Bonanza Creek, a small stream that flows into the Klondike River. The Klondike is located in Yukon, Canada.

2. Name one of the three men responsible for the first gold strike in the Klondike?

   George Carmack, Skookum Jim, and Dawson Charlie

3. How long did it take the news of the 1896 gold strike to reach the outside world?

   Almost a year. There were no telegraphs to the outside in 1896 and the prospectors were "frozen in" for the winter.

The Rush Begins

1. What sort of people became stampeders? Do you think any children were involved in the Klondike Gold Rush? Why or why not.

   People from every profession including doctors, lawyers, bankers, homemakers, decided to go to the Klondike. Infants and children were part of the stampede.

2. What words written by Beriah Brown in his July 17, 1898 news article in the Seattle Post Intelligencer helped to start the gold rush of 1898?

   "GOLD!GOLD!GOLD!GOLD!...STACKS OF YELLOW METAL"

Student Workbook - Answers

Golden Voyages

1. What was the Klondike?

A 70-square-mile region located at the junction of the Yukon and Klondike rivers in the Yukon Territory of Canada.

2. Name one of the three most popular routes to the goldfield in 1898.

The all-water route or "Rich Man's Route"

The all-land route

Land/sea route. Up the Inside Passage, over the White or Chilkoot Pass, then by boat down the Yukon River to Dawson.

3. Explain how stampeders traveled from Seattle to Dawson using this route and any difficulties they may have encountered.

Answer will vary depending on students response to question 2.

The Chilkoot and White Pass Trails

1. Who used the Chilkoot Trail before the gold rush? What did they use it for? Did they still use the trail during the Gold Rush?

Tlingit Indians. The Tlingits controlled the trail to establish a monopoly on trade goods with interior Indians. Tlingits became packers for stampeders during the Gold Rush.

2. Which of the two trails would you have chosen to use and why?

Students will select either the Chilkoot or White Pass Trails. Reasons will vary but may include length, cost, difficulty, able to use pack animals, weather, etc.

3. What kind of animals did people use during the Gold Rush? What happened to these animals?

Stampeders used horses, mules, goats, dogs, and even oxen as pack animals. Many died due to the rough terrain, poor handling, and lack of food for animals along the trails.

Ton of Goods Activity

Theme: Getting a ton of goods from Dyea to Dawson was a major undertaking, requiring teamwork and cooperation among the stampeders.

Goals:
1. The student will understand the importance of teamwork, by getting their ton of goods over the pass and on to Dawson.

2. The student will recognize the difficulty for the stampeders in getting their goods over the trail.

Objectives:
1. The student will be able to name five crucial supplies needed in the Yukon.

2. The student will be able to name three advantages of traveling as a group.

3. Student will be able to state the amount of weight they saved by joining a group.

Instructions:
1. Give a brief introduction of the gold rush (students should have a background already) and the route the stampeders took from Dyea to Dawson. Explain the North-West Mounted Police requirement of a ton of goods and the reasons for the law.

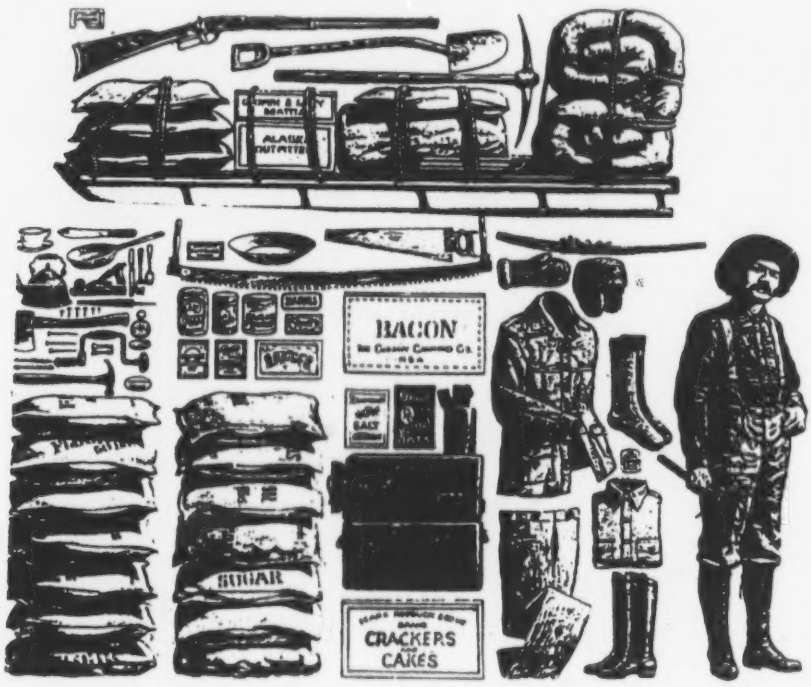
2. Have each student draw a card with the name and the skills of a stampeder. The student will take on the role of the stampeder they drew. The card will also list the stampeders outfit.

3. Students will form groups, that will allow them best to get over the Chilkoot Trail, down the Yukon River and on to Dawson.

4. Students will combine supplies and discard supplies that are not needed due to being in a group. Next students will total the weight saved by combining their outfits.

5. The groups will present to the class why they formed a group and how much weight they saved. They must justify to the class and teacher the reasons for their group and the pounds they saved.

Ton of Goods Activity



SUPPLIES

FOOD	EQUIPMENT	MEN'S CLOTHING	WOMEN'S CLOTHING
Bacon 150 lbs.	Stove 100 lbs.	1 mackinaw coat	1 good dress
Flour 400 lbs.	Gold Pan 5 lbs.	3 suits long	1 suit heavy mackinaw
Dried Fruits 100 lbs.	Dishes 10 lbs.	underwear	1 summer suit
Corn Meal 100 lbs.	Tools 100 lbs	2 pairs mackinaw	3 suits winter
Rice 15 lbs.	Frying Pan 5 lbs.	trousers	underwear
Coffee 20 lbs.	Axe 10 lbs.	1 doz. wool socks	3 suits summer
Tea 5 lbs.	Gun 15 lbs.	6 heavy wool mittens	underwear
Sugar 150 lbs.	Coffee Pot 5 lbs.	2 pairs rubber boots	1 long night dress
Beans 150 lbs.	Sled 150 lbs.	2 pairs of shoes	2 pair arctic mittens
Condensed milk 50 lbs.	Saw 15 lbs.	3 heavy blankets	2 pairs walking shoes
Salt 10 lbs.	Nails 50 lbs.	4 towels	1 cap
Rolled oats 25 lbs.	Hand drill &	1 suit oil clothing	1 Arctic hood
Potatoes 200 lbs.	Bits 25 lbs.		3 pair heavy all-wool
Butter 15 lbs.	Rope 20 lbs.		stockings
			3 summer stockings

24 **Total Clothing - 100 lbs per person**

Ton of Goods Activity

1. Name the four members of your group and their occupations.

2. Explain how each member of your team will benefit the group in your trip from Dyea to Dawson.

3. List the items that were discarded due to the groups sharing of goods.

4. How much weight did your group save by combining your goods.

5. Explain some of the benefits you felt your group achieved by traveling as a team.

Stampeder Cards

Klondike Mike Mahaney

Has dog team and sled.
Previous experience on the Chilkoot Trail.
Has a bank draft for $5,000

Belinda Mulrooney

Single lady in late 20's traveling by herself.
Lived in Juneau for several years, familiar with Alaska.
Has own outfit and Yukon sled.
Has own camp kitchen and can cook.

Hal Henry

Booking Agent and Manager of Henry's Theatrical Entertainer.
Has $3200 and a piano.
Employs 6 beautiful ladies who can sing and dance and are waiting in Seattle.

Arizona Charlie Meadows & wife Mae

Couple has supplies and material for a general store, a restaurant, and a bar.
Arizona Charlie was a star performer in Buffalo Bill's Wild West Show and was a crack shot with a rifle.

Monty Atwell

Owner of an oxen named Marc Hanna who can pull a sled with 500 lbs of goods on it.
Has own outfit of 1000 lbs.
No money.

Ella Hall

Married women form Massachusetts.
Smitten by gold fever.
Has outfit, Yukon sled, and $5000 in cash.
Needs help in getting goods over the trail.

Jumbo - A Tlingit Indian packer

Native packer - been on trail many times.
Can easily carry 125 lbs at a time.
Has $500 in cash.
Wants to get to Dawson, but has no supplies of his own.

Mr. and Mrs Fred Card & infant

Have lived in Juneau for several years.
Fred is experienced in gold mining and boat building.
Have outfit and sled but no money.

Stampeder Cards

Clarence & Edith Berry

Have already made a fortune in the Klondike.
Returning with full outfit to work claim.
Have plenty of money to hire packers and experience on the trail.

Disaster Card

You are caught in the September 1897 flood near Stone House. You are okay but your tent and entire outfit washed away.
What do you decide to do?

Disaster Card

Someone in your group breaks an ankle along the trail. What do you do?

Disaster Card

Your group is caught in the April 3, 1898 avalanche above Sheep Camp. Everyone is okay, but you loose 1/2 your outfit.
What do you do?

Disaster Card

The North West Mounted Police turn you back at the Chilkoot Pass Summit because you are short 200 lbs of food. What do you do?

Disaster Card

You are caught in a blizzard trying to get over the Chilkoot Pass. The storm lasts for four days.
What do you do?

Bonus Card

While at Sheep Camp, someone decides to quit and head home. They are willing to sell their outfit for 1/2 of what it costs in Seattle.
What do you do?

Bonus Card

A rich stampeder is willing to pay you $500 to haul his outfit safely all the way to Lake Bennett.

Gold Rush Jeopardy

Instructions: Following are four categories for Gold Rush Jeopardy. List the categories and the point amounts on the blackboard. Divide the students into "partners" or "companies" (4 groups) and have them assign their group a Klondike name. Have a spokesperson for each group select a category and amount. They can confer with the other "partners" but they have 30 seconds to answer the phrase with "What is". If they are correct they select another category. If they are incorrect, the first "partners" that raise their hand and respond with the correct response get the points. The first "partnership" to accumulate 2000 points gets the gold.

The Chilkoot & White Pass Trails	Gold Rush Cities	Gold Rush Waterways	Gold Rush Potluck
100	100	100	100
200	200	200	200
300	300	300	300
400	400	400	400
500	500	500	500

The Chilkoot & White Pass Trails

1. Animal used on the Chilkoot and White Pass trails.
   What is the horse?(also accept sheep, oxen, mules and dogs.)

2. "Golden Staircase"
   What is the final ascent to the summit of Chilkoot Pass?

3. Tlingit Indians
   The Native Americans of Southeast Alaska, who used the Chilkoot Trail?

4. The Dead Horse Trail.
   The slang name for the White Pass Trail, due to the 3,000 horses that died on the trail?

Gold Rush Jeopardy

5. "The meanest 33 miles in History" refers to:.
   What is the Chilkoot Trail?

Gold Rush Cities

1. The City of Seattle.
   What is the starting point for many stampeders?

2. Population of 40,000 - 50,000 in 1898.
   What is Dawson City?

3. The city of Dyea, Alaska.
   What is the starting point of the Chilkoot Trail?

4. Headwaters of the Yukon River.
   What is Lake Bennett?

5. Con man Soapy Smith called this city home?
   What is Skagway?

Gold Rush Waterways

1. Boat building center on the Yukon.
   What is Lake Bennett?

2. Stampeders floated 550 miles on this river.
   What is Yukon River?

3. The Inside Passage.
   What is the 1,000 mile water route from Seattle to Skagway/ Dyea?

4. May 29, 1898.
   What is the day the ice broke on the Yukon River and over 7,000 boats left from Bennett?

5. Gold was found on.
   What is Bonanza Creek?

Gold Rush Jeopardy

POTLUCK

1. Panic of 1893.
   What is an economic depression in the U.S.

2. Landed in Seattle July 17, 1897.
   What is the SS Portland?

3. 40,000 - 50,000 people.
   What is the number of people in Dawson in the summer of 1898'

4. "One Ton Law of 1898."
   What is the law enforced by the Canadian government requiring that each person carry a ton of supplies?

5. Provided law enforcement in Canada, during the Gold Rush.
   Who are the North-West Mounted Police?

Gold Rush Resources

SUITABLE FOR ADULT READERS

Berton, Laura B, *I Married the Klondike,* McClelland & Stewart, 1977, 231 pages.

Berton, Pierre, *The Klondike Quest,* Little, Brown & Co., 1983, 239 pages

_____. *Klondike Fever*, Alfred A. Knopf, 1959, 457 pages.

_____. *Klondike: The Last Great Gold Rush, 1896-1899.* McClelland & Stewart (1994 paperback reprinted), 496 pages.

Backhouse, Frances, *Women of the Klondike,* Whitecap Books, Vancouver/Toronto 1995, 212 pages.

Black, Martha Louise, *My Ninety Years,* Alaska Northwest Publishing Co., 1975, 167 pages.

Bronson, William, *Last Grand Adventure,* McGraw Hill, 1977, 232 pages.

Clifford, Howard, *The Skagway Story,* Alaska Northwest Publishing Co., 1975, 180 pages.

Cohen, Stan, *The Streets Were Paved With Gold,* Pictorial Histories Publishing Co., 1980., 104 pages.

Driscoll, Cynthia Brackett, *One Woman's Gold Rush,* Oak Woods Media, 1996, 128 pages.

Mayer, Melanie J, *Klondike Women: True Tales of the 1897-1898 Gold Rush,* Swallow Press, Ohio University Press, 1989, 280 pages.

Morgan, Murray Cromwell, *One Man's Gold Rush: A Klondike Album,* Photos by E.A. Hegg, University of Washington Press, 1967, 216 pages.

Neufeld, David and Frank Norris, *Chilkoot Trail Heritage route to the Klondike,* Lost Moose Publishers, 1996, 182 pages.

Satterfield, Archie, *Chilkoot Pass, the Most Famous Trail in the North,* Alaska Nothwest Publshing Co., 1983, 214 pages.

Wharton, David, *The Alaskan Gold Rush,* Doubleday and Co., 1984, 315 pages.

Gold Rush Resources

SUITABLE FOR YOUNG READERS

Berton, Pierre, *The Klondike Stampede,* McClelland and Stewart Inc., 1992, 86 pages.

_____. *Trails of '98,* McClelland and Stewart Inc., 1992, 80 pages.

Herron, Edward A, *Alaska's Railroad Builder, Mike Heney,* Julian Messner, 1960, 192 pages.

Jordan, Jed, *Fools Gold,* John Day Co., 1969, 255pages.

Miller, Mike, *Soapy,* Alaskabook, 1970, 122 pages.

FILMS ON THE GOLD RUSH

City of Gold - The Klondike Gold Rush and Dawson City are brought back to life though historic photos and narration by Pierre Berton. 23 min.

Days of Adventure, Dreams of Gold - Produced by Studio Sixteen, color reproduction of black and white photographs taken during the Klondike Gold Rush. 30 min.

Yukon Passage - National Geographic film narrated by Jimmy Stewart. Four men retrace the route to the gold fields from Dyea, over the Chilkoot Trail and down the Yukon River, in the early 1970's. 55 min.

CD ROM EDUCATIONAL GAME

The Yukon Trail - CD Rom game, in which the student retraces the route stampeders followed from Seattle to Dawson City. MECC 6160 Summit Drive North Minneapolis, MN 55430-4003

NATURAL HISTORY ASSOCIATIONS

The following natural history associations sell many of the above resources and other items related to Alaska cultural and natural history. Money raised by these groups is donated to the parks for educational publications and projects.

ALASKA NATURAL HISTORY ASSOC.
605 West Fourth Avenue, Suite 85
Anchorage, Alaska 99501

NORTHWEST INTERPRETIVE ASSOC.
909 First Ave, Suite 630
Seattle, WA 98104

Stampeder Kit Available

Starting in 1997, Klondike Gold Rush National Historical Park will begin a 2 year celebration of the100th anniversary of the Klondike Gold Rush. The "Klondike Stampeder Kit" was developed through a grant from the C.C. Filson Company of Seattle to assist students and educators in examining the people, places, and historical events surrounding America's "last grand adventure." The kit contains the video "Days of Adventure, Dreams of Gold", gold-panning activity, diary excerpts from stampeders, historical photo postcards, clippings from 1897 newspapers, clothing and outfitting resource pages, and other activities.

The kit can be reserved for a three week period for classroom use. A $10.00 handling fee is required, plus the cost of shipping the kit back. To reserve your kit or for additional information;

For educators in Washington contact:

FILSON BETTER OUTDOOR CLOTHES SEATTLE ™

Terri Young
C.C. Filson Co.
P.O. Box 34020
Seattle, WA 98124
1-800-299-1287
Puget Sound - 624-4437

For educators in Alaska contact:

Cathy Cook
Klondike Gold Rush NHP
P.O. Box 517
Skagway, AK 99840
907-983-2921